

Automated Traffic Data Collection Report

AUGUST 2002



Washington State Department of Transportation

In cooperation with the
United States Department of Transportation
Federal Highway Administration

WASHINGTON STATE

DEPARTMENT OF TRANSPORTATION

AUTOMATED TRAFFIC DATA COLLECTION REPORT

PLANNING AND CAPITAL PROGRAM MANAGEMENT

TRANSPORTATION DATA OFFICE

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AUGUST 2002

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EXECUTIVE SUMMARY

This report is based upon data that was processed through **Transportation Information and Planning Support System (TRIPS)**. The data is collected monthly from several sources; automated traffic recorders (ATRs), the Washington State Ferry System and the Oregon State Department of Transportation. For the site to be considered for this report, the site had to be collecting data in the same month for two consecutive years. Processed data is compared collectively to same month during the previous one year to show a two-year trend. The comparative analysis before the report is based on three-year data trends.

RURAL

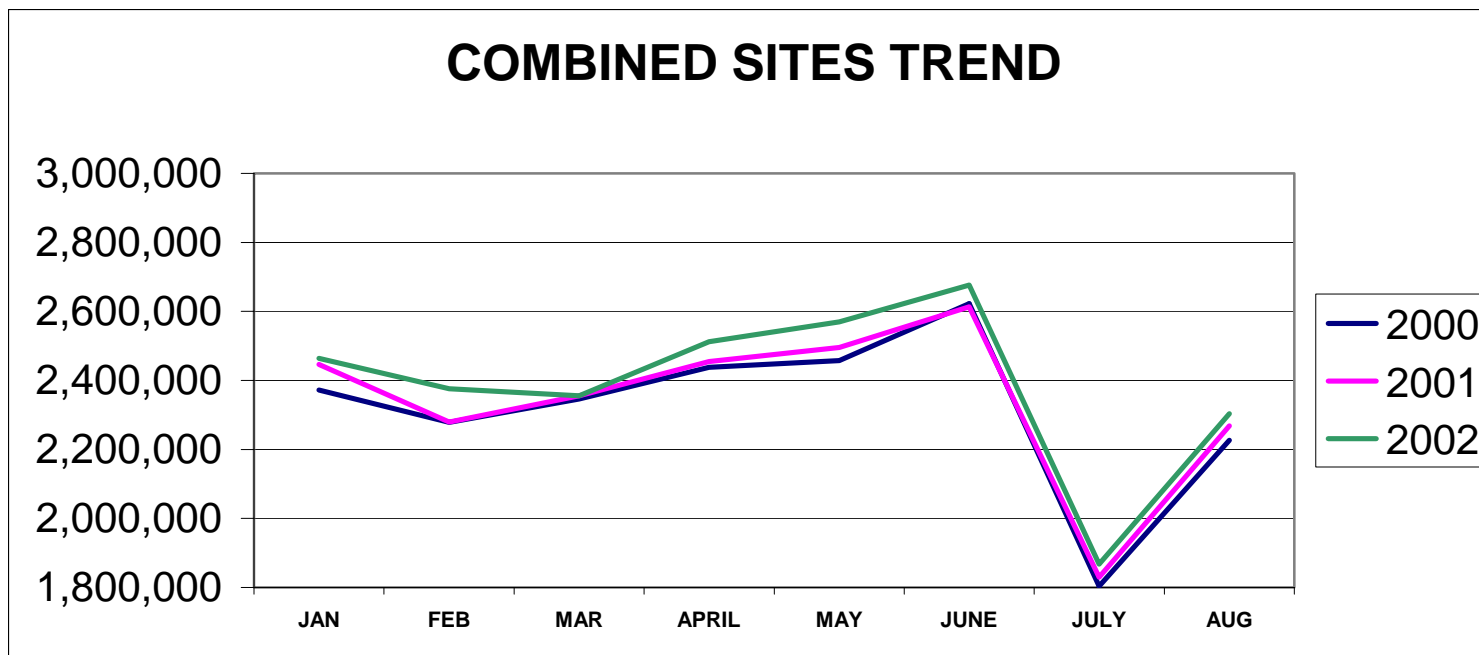
The vehicle volumes for current month (August) of comparable ATRs are up over August 2001 by 3% and 6% over August 2000. The total volume cumulative for the first seven months at comparable rural sites is up 2.5% over this time last year and 4.4% over data collected in 2000.

URBAN

The vehicle volumes for current month (August) of comparable site data are up over August of 2001 by 1% and 2% over August 2000. The total cumulative volume for the first seven months at comparable urban sites is up 1.8% over this time last year and 2.5% over data collected in 2000.

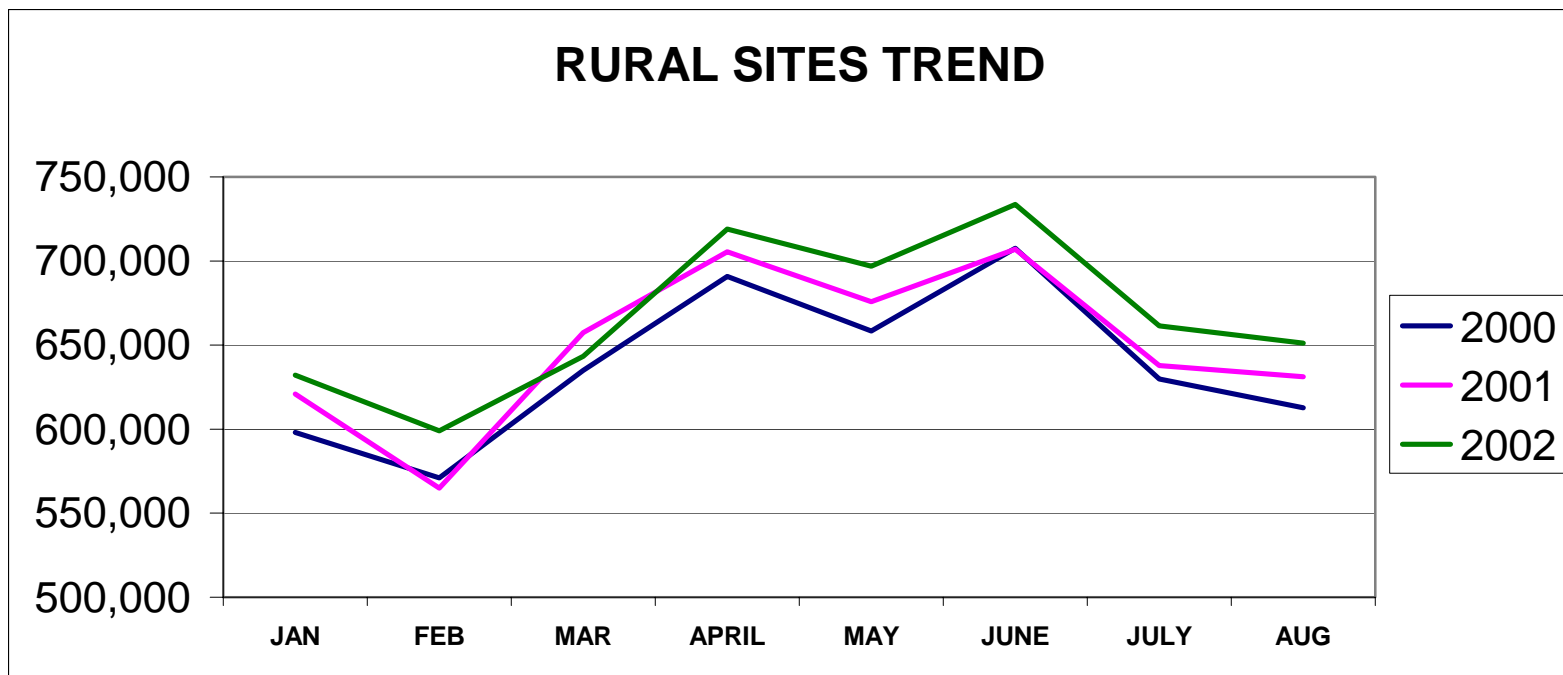
COMBINED

As a whole, according to the data collected and reported, the vehicle volumes for all comparable sites (Urban, Rural), January through August of 2002, have increased year over January through August 2001 by 2% and have increased by 3% when compared to January through August of 2000.



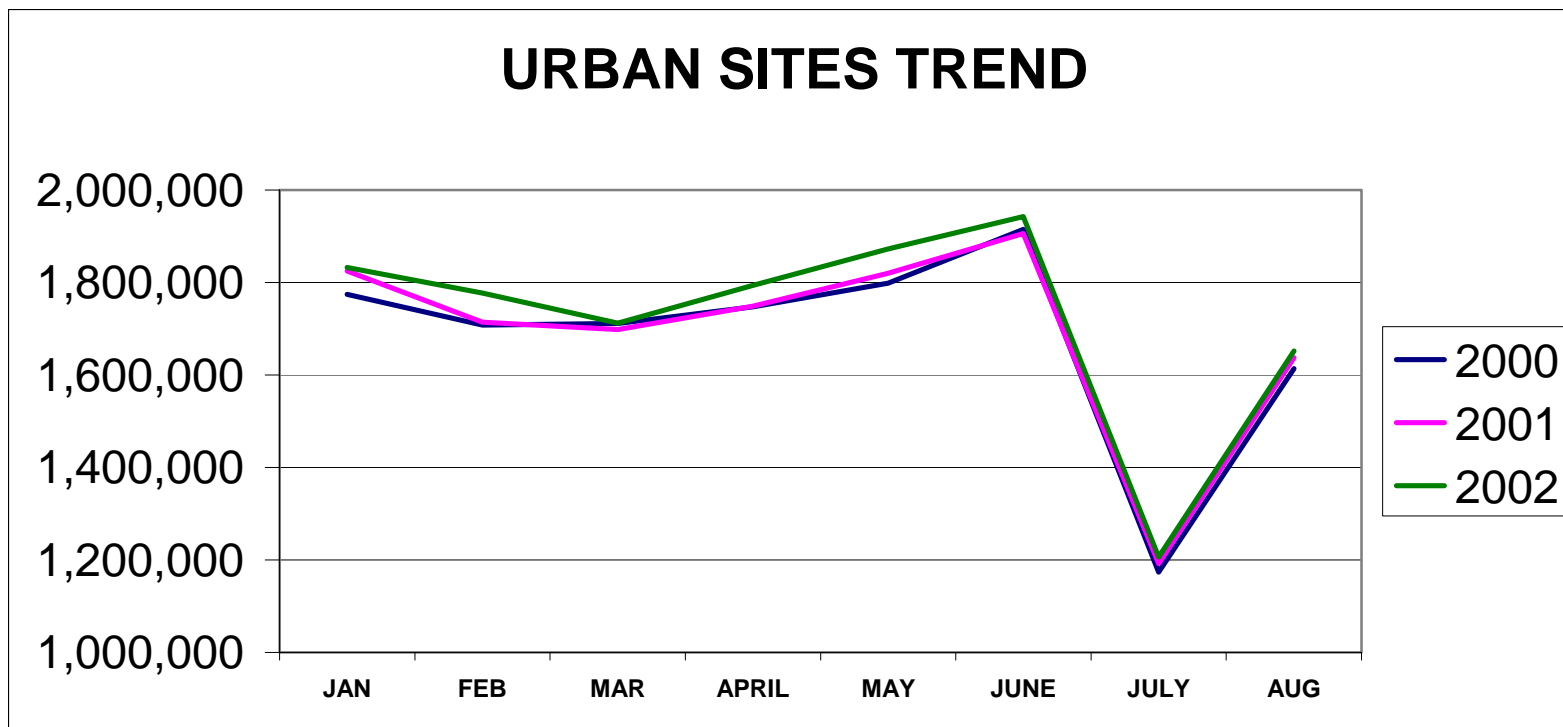
This graph shows a three-year trend of “Rural/Urban” sites. The data was collected from 70 of the same sites each month showing a combined Average Daily Traffic trend for three consecutive years. The downward trend in July reflects the normal summertime trend associated with motorists taking vacations and less daily commute traffic.

Comparing the combination of Urban and Rural site data shows the same traffic volume trends in comparative sites. The fluctuations of vehicle volumes for January through August are normal.



This graph shows a three-year trend of “Rural” sites. The data was collected from 52 of the same sites each month showing a combined Average Daily Traffic trend for three consecutive years. Six of the sites had no data for August due to construction, not enough data collected to report or electronic problems so the volume is from 46 sites only.

The volume of vehicles reported at “Rural” sites is normal from January through August of 2002 on state highways. The lowest vehicle count differences occur during February and March, this is due to normal wintertime driving hazards, snow, icing conditions, heavy rains and there are fewer days to collect and calculate data.



This graph shows a three-year trend of “Urban” sites. The data was collected from 18 of the same sites each month showing a combined Average Daily Traffic trend for three consecutive years. One site did not have data for the month of August. The downward trend in July reflects the normal summertime trend associated with motorists taking vacations and less daily commute traffic.

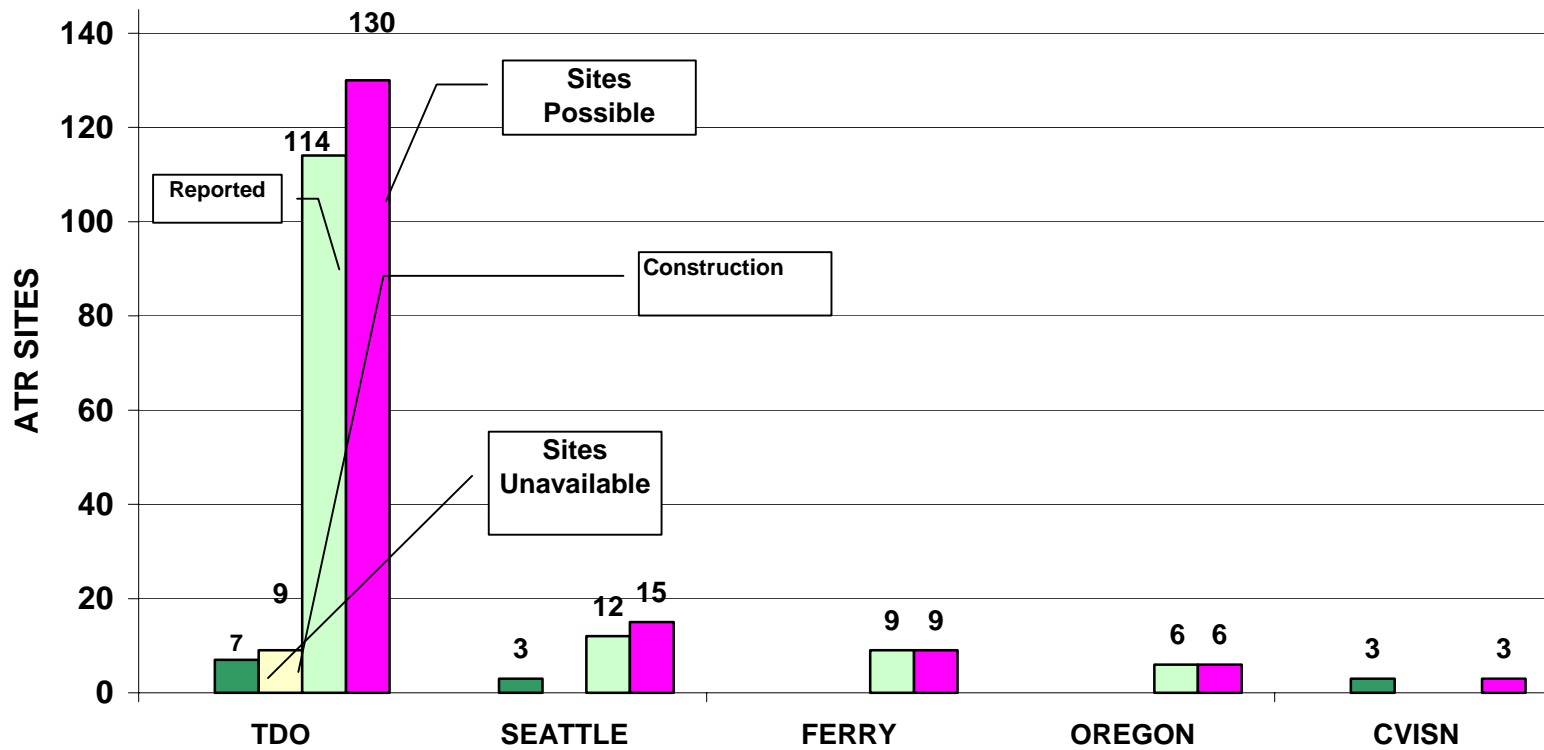
The volume of vehicles reported from “Urban” sites is normal from January through August of 2002 on state highways. The lowest vehicle count differences occur during February and March, this is due to normal wintertime driving hazards, snow, icing conditions, heavy rains and there are fewer days to collect and calculate data.

SITE VARIANCE OR ANOMALY SUMMARY FOR AUGUST

This list is a compilation of automated traffic recorder (ATR) sites with unusual and or abnormal traffic patterns for the month of August 2002. Included within this list are a site description for each automated traffic recorder site, a short statement of the reason for a large variance or anomaly, which occurred, and a conclusion.

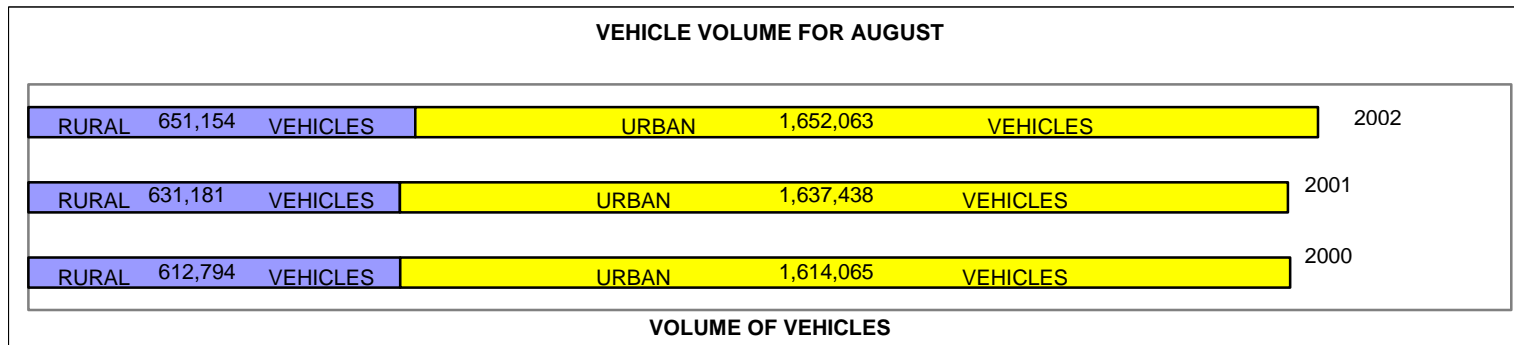
- **R036 – SR 90 Spokane/Sprague Ave E**
 - **Additional ramps added. During construction, site was re-installed and now includes ramp traffic not included in previous years.**
- **R068 – NB - SR 97 Omak**
 - **High percentage due to a low estimation previous year. Construction was going on last year.**
- **R075 – SR 12 Salkum**
 - **Construction as of August 5, 2002 resulting in reduced traffic at this location.**
- **S819 – SR 411 Lexington**
 - **Construction impaired normal traffic volume this year.**
- **S841 – NW Leg – NWB SR 101 Megler**
 - **Last year traffic was lower than normal. This year's traffic is more representative of the trend. Returning to normal traffic pattern.**

DATA SUMMARY - AUG 2002



AUGUST VOLUME COMPARISON FOR 2000-2002

The volume of vehicles collected and reported for August 2002 are:



AUTOMATED TRAFFIC DATA COLLECTION REPORT DETAIL

The monthly Automated Traffic Data Collection Report is designed to provide reliable data to traffic engineers, state planners, traffic operations, other government agencies, regional administrators, the Washington State Patrol, private businesses and the citizens of Washington State. This report is administered and produced by the Transportation Data Office of the Washington State Department of Transportation.

This report is comprised of data collected from automated traffic recorders monitored by the ADC section, NW Regional Traffic Office, Washington State ferries division, Oregon State when available. The data has been validated and verified for this report; it has been processed through the **Transportation Information and Planning Support Systems (TRIPS)**.

The information within this report is:

- Average Daily Traffic (ADT)
- ADT compared to previous months for all comparable sites
- ADT compared to same month previous year
- Same month Percent Increase/Decrease
- Maximum Traffic/Maximum Day (by date, day and hour)
- Last possible month's percent of difference
- Missing data in month reported
- Last year same month

A legend is supplied for each page of listed site data.

The codes are:

- "U" = = unavailable
- "C" = = construction
- "E" = = estimated
- "N" = = new site to system
- "P" = = pass closed
- "I" = = partial estimation
- "Q" = = reported quarterly

For questions about this report or further site information, please contact the ADC section supervisor at 360-570-2392 or E mail this section at tdoadc@wsdot.wa.gov

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RURAL RECORDERS				AVERAGE DAY		RELATION TO 2001		<<<<<<<< MAXIMUM TRAFFIC >>>>>>>>							
RECR	LOCATION			LEG SRMP B	2002	2001	THIS	LAST 08	<<<< MAXIMUM HOUR >>>>			<< MAXIMUM DAY >>			
NUM							MONTH %	MONTHS %	VEHICLES	DAY	DATE	HOUR	VEHICLES	DAY	DATE
B02	SR 12	BRADY	12.30		26,490	24,968	+ 6.1	+ 6.0	2,729	SUN	11	1- 2P	32,664	FRI	9
B03	SR 395	PASCO/SR 395	27.20		15,271	14,916	+ 2.4	+ 3.8	1,500	FRI	30	4- 5P	18,453	FRI	30
B04	SR 90	CLE ELUM	82.70		37,490	36,987	+ 1.4	+ 2.8	4,692	SUN	18	4- 5P	53,871	FRI	30
FY01	SR 20	KEYSTONE FERRY	12.88	Q>	1,586	1,617	- 1.9	- 2.8							
FY03	SR 21	KELLER FERRY	106.65	Q>	290	276	+ 5.1	+ 6.8					434	SUN	11
FY05	SR 160	FAUNTLEROY FERRY	7.47	Q>	2,129	2,203	- 3.4	- 5.8							
FY07	SR 305	WINSLOW FERRY	0.02	Q>	6,778	6,956	- 2.6	- 3.5							
OR02	SR 101	ASTORIA - MEGLER BR	0.00	Q>	9,760	9,832	- 0.7	+ 4.1	1,137	SUN	18	4- 5PM	11,479	FRI	16
OR03	SR 125	OREGON BORDER	0.00	Q>	15,338	15,682	- 2.2	- 0.6	1,439	FRI	30	4- 5PM	18,135	FRI	30
OR05	SR 730	OREGON BORDER	0.00	Q>	3,083	3,059	+ 0.8	- 1.5	299	TUE	06	12-1AM	3,868	FRI	02
OR06	SR 82	OREGON BORDER	0.00	Q>	19,876	19,150	+ 3.8	+ 5.8	1,891	SUN	04	6- 7PM	23,219	FRI	30
P01	SR 2	CASHMERE	113.10		24,113	23,725	+ 1.6	+ 3.2	2,408	FRI	30	3- 4P	28,778	FRI	30
P02	SR 2	COULEE CITY	179.10	C		1,040		- 0.3							
P03	SR 97	WAPATO	66.30		12,353	12,287	+ 0.5	+ 2.9	1,276	FRI	30	3- 4P	14,489	FRI	30
P04	SR 5	FERNDAL	261.33		45,570	46,417	- 1.8	- 2.3	4,040	FRI	23	4- 5P	51,605	FRI	30
P05	SR 12	DAYTON	376.98		2,757	2,689	+ 2.5	+ 2.8	288	FRI	2	3- 4P	3,365	FRI	30
P08	SR 82	BUENA	48.50		26,198	24,875	+ 5.3	+ 3.0	2,520	FRI	30	4- 5P	31,385	FRI	30
P09	SR 82	PLYMOUTH	121.20		18,921 U			+ 7.5	1,912	SUN	4	5- 6P	22,273	FRI	30
P10	SR 90	RITZVILLE	218.83		14,001	13,447	+ 4.1	+ 4.6	1,730	SUN	11	2- 3P	19,094	FRI	30
P11	SR 97	PATEROS	250.35		5,024	4,890	+ 2.7	+ 2.0	606	SUN	11	12- 1P	6,383	SUN	11
P13	SR 195	UNIONTOWN	6.01		5,092	4,998	+ 1.9	+ 2.1	571	FRI	23	4- 5P	6,041	FRI	23
P14	SR 195	PULLMAN	22.20		3,481	3,271	+ 6.4	+ 5.7	379	FRI	23	4- 5P	4,200	FRI	30
P15	SR 195	SPANGLE	87.70		9,386	9,353	+ 0.4	+ 0.8	934	FRI	23	4- 5P	11,234	FRI	23
P17	SR 221	PROSSER	13.10	C		2,106		+ 1.4							

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RURAL RECORDERS					AVERAGE DAY		RELATION TO 2001		<<<<<<<< MAXIMUM TRAFFIC >>>>>>>>								
RECR							THIS	LAST 08	<<<< MAXIMUM HOUR >>>>				<< MAXIMUM DAY >>				
NUM	LOCATION				LEG SRMP B	2002	2001	MONTH %	MONTHS %	VEHICLES DAY DATE HOUR				VEHICLES DAY DATE			
P18	SR 101	LILLINAWP			324.80	3,915	3,611	+ 8.4	+ 5.7	1,136	FRI	9	3- 4P	7,148	FRI	9	
P21	SR 9	ARLINGTON		C	28.75		11,243		+ 1.2								
P22	SR 97	OROVILLE			335.30	2,863	2,930	- 2.3	- 2.7	292	MON	5	1- 2P	3,302	FRI	2	
P23	SR 97	OKANOGAN		E>	286.16	4,960	4,537	+ 9.3	+ 10.3	529	SUN	11	12- 1P	6,554	FRI	9	
P24	SR 90	STATELINE			298.40	54,213	54,193		+ 3.8	5,037	FRI	23	5- 6P	62,799	FRI	2	
P25	SR 21	WILBUR			91.55	454	467	- 2.8	- 3.6	58	FRI	9	4- 5P	580	FRI	2	
P26	SR 395	ORIENT			260.00	853	925	- 7.8	- 1.2	104	SUN	11	3- 4P	1,047	SAT	10	
P27	SR 25	BOSSEBURG		U	97.00	425			+ 10.8	51	SAT	31	3- 4P	489	SAT	31	
P28	SR 2	CHATTAROY		C	301.40		20,084		+ 0.9								
P30	SR 27	MICA			77.30	6,337	6,163	+ 2.8	+ 4.7	647	THU	29	5- 6P	7,316	FRI	2	
P7C	SR 395	RITZVILLE			93.01	8,815	8,258	+ 6.7	+ 4.9	987	SUN	11	6- 7P	10,921	FRI	30	
P8	SR 5	KELSO			44.30	62,306				6,723	SUN	25	4- 5P	75,759	FRI	16	
RO01	SR 5	MARYSVILLE			207.76	91,915				7,383	FRI	9	4- 5P	103,791	FRI	9	
RO03	SR 101	MUD BAY	N		361.37	31,871	30,581	+ 4.2	+ 2.8	2,970	FRI	9	4- 5P	36,643	FRI	16	
RO03	SR 101	MUD BAY	E		361.81	54,198	51,316	+ 5.6	+ 3.9	5,035	FRI	16	5- 6P	63,791	FRI	16	
RO03	SR 8	MUD BAY	W		20.67	22,326	20,736	+ 7.7	+ 5.8	2,264	SUN	18	2- 3P	27,148	FRI	16	
RO08	SR 12	WALLULA JUNCTION			307.90	7,135	7,075	+ 0.8	+ 2.9	707	FRI	16	4- 5P	8,349	FRI	30	
RO14	SR 90	TYLER/FISHTRAP			254.23	22,134	20,999	+ 5.4	+ 3.5	2,502	SUN	4	3- 4P	28,718	FRI	30	
RO19	SR 5	GRAND MOUND		D>	86.32	69,616	66,409	+ 4.8	+ 4.3	6,191	SUN	18	3- 4P	83,624	FRI	16	
RO20	SR 17	OTHELLO			30.37	6,097	6,463	- 5.7	- 0.8	640	FRI	16	3- 4P	8,258	THU	15	
RO23	SR 101	DISCOVERY BAY			281.15	14,481	14,085	+ 2.8	+ 1.6	1,532	FRI	9	5- 6P	16,619	SUN	11	
RO37	SR 20	WINTHROP			191.90	3,113	2,907	+ 7.1	- 1.7	498	SUN	18	2- 3P	4,236	SAT	31	
RO38	SR 2	SKYKOMOSH			50.12	6,289	5,873	+ 7.1	+ 3.2	1,000	SUN	11	3- 4P	10,053	SUN	11	
RO39	SR 90	NORTH BEND		U	33.56		40,535		+ 5.0								

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RURAL RECORDERS				AVERAGE DAY		RELATION TO 2001		<<<<<<<<<< MAXIMUM TRAFFIC >>>>>>>>>>							
REC'D	LOCATION			2002	2001	THIS MONTH %	LAST 08 MONTHS %	<<<< MAXIMUM HOUR >>>>				<< MAXIMUM DAY >>			
NUM	LEG SRMP B							VEHICLES	DAY	DATE	HOUR	VEHICLES	DAY	DATE	
RO40	SR 123	N/O SR 12 - OHANAPECOSH	N 3.88	1,339	1,288	+ 4.0	+ 4.0	253	SUN	11	11-12A	2,333	SAT	31	
RO40	SR 12	PACKWOOD	W 135.10	3,436	3,161	+ 8.7	+ 5.0	733	SAT	31	11-12A	7,858	SAT	31	
RO41	SR 97	GOLDENDALE	13.41	U	6,249		+ 2.1								
RO42	SR 90	VANTAGE	136.59	U	21,096		+ 4.9								
RO43	SR 105	WESTPORT	30.73	7,059	C		+ 4.1	838	SAT	3	2- 3P	8,733	SAT	3	
RO45	SR 5	WOODLAND	20.14	75,231	70,433	+ 6.8	+ 4.6	7,503	SUN	25	4- 5P	89,148	FRI	16	
RO47	SR 2	DRYDEN	E 104.84	18,766	18,723	+ 0.2	+ 2.6	1,967	SUN	25	3- 4P	22,381	FRI	16	
RO47	SR 97	BLEWETT PASS	S 178.19	7,372	6,910	+ 6.7	+ 4.9	964	SUN	11	2- 3P	10,236	SUN	11	
RO47	SR 2	PESHASTIN	W 103.92	15,145	15,027	+ 0.8	+ 2.4	1,583	SUN	4	1- 2P	17,540	FRI	30	
RO48	SR 82	E. OF SELAH CRK REST AREA	24.83	18,475	17,783	+ 3.9	+ 4.2	1,834	SUN	18	5- 6P	22,658	FRI	30	
RO54	SR 101	HUMPTULIPS	104.55	3,208	3,067	+ 4.6	+ 1.9	338	SUN	11	4- 5P	3,814	FRI	9	
RO55	SR 90	MOSES LAKE	180.33	14,725	14,040	+ 4.9	+ 5.6	1,719	SUN	11	2- 3P	19,736	FRI	30	
RO57	SR 970	TEANAWAY	6.85	5,805	E> 5,351	+ 8.5	+ 5.6	887	FRI	30	5- 6P	8,763	SUN	11	
RO58	SR 2	NASON RIDGE ROAD	80.20	5,901	5,531	+ 6.7	+ 2.5	958	SUN	4	2- 3P	9,428	SUN	11	
RO61	SR 395	ELTOPIA	36.24	14,413	13,896	+ 3.7	+ 5.2	1,650	FRI	30	3- 4P	17,828	FRI	30	
RO63	SR 395	LOON LAKE	190.29	10,292	9,950	+ 3.4	+ 5.6	1,034	FRI	30	5- 6P	11,943	FRI	30	
RO64	SR 2	DAVENPORT	250.50	3,608	3,498	+ 3.1	+ 2.3	373	SUN	4	1- 2P	4,348	FRI	9	
RO66	SR 26	OTHELLO EAST	43.06	3,051				714	FRI	30	5- 6P	5,595	FRI	30	
RO67	SR 12	DODGE JUNCTION	390.66	2,665	2,584	+ 3.1	+ 2.7	291	SUN	25	1- 2P	3,418	FRI	30	
RO68	SR 97	OMAK	293.42	5,879	E> 5,450	+ 7.9	+ 2.8	612	SUN	11	12- 1P	7,391	FRI	9	
RO69	SR 101	PORT ANGELES	254.35	26,205	25,667	+ 2.1	+ 1.5	2,356	FRI	2	4- 5P	29,789	FRI	16	
RO70	SR 395	KETTLE FALLS	234.57	8,966	9,017	- 0.6	- 0.4	893	FRI	9	2- 3P	10,586	FRI	2	
RO73	SR 101	SAPPHO	203.93	3,750	3,853	- 2.7	- 0.4	411	SUN	18	1- 2P	4,119	FRI	30	
RO74	SR 101	NEMAH	28.95	4,124	3,983	+ 3.5	+ 2.6	693	SUN	25	2- 3P	6,317	SUN	25	

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RURAL RECORDERS				AVERAGE DAY		RELATION TO 2001		<<<<<<<<<< MAXIMUM TRAFFIC >>>							
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URBAN RECORDERS					RELATION TO 2001		<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<							
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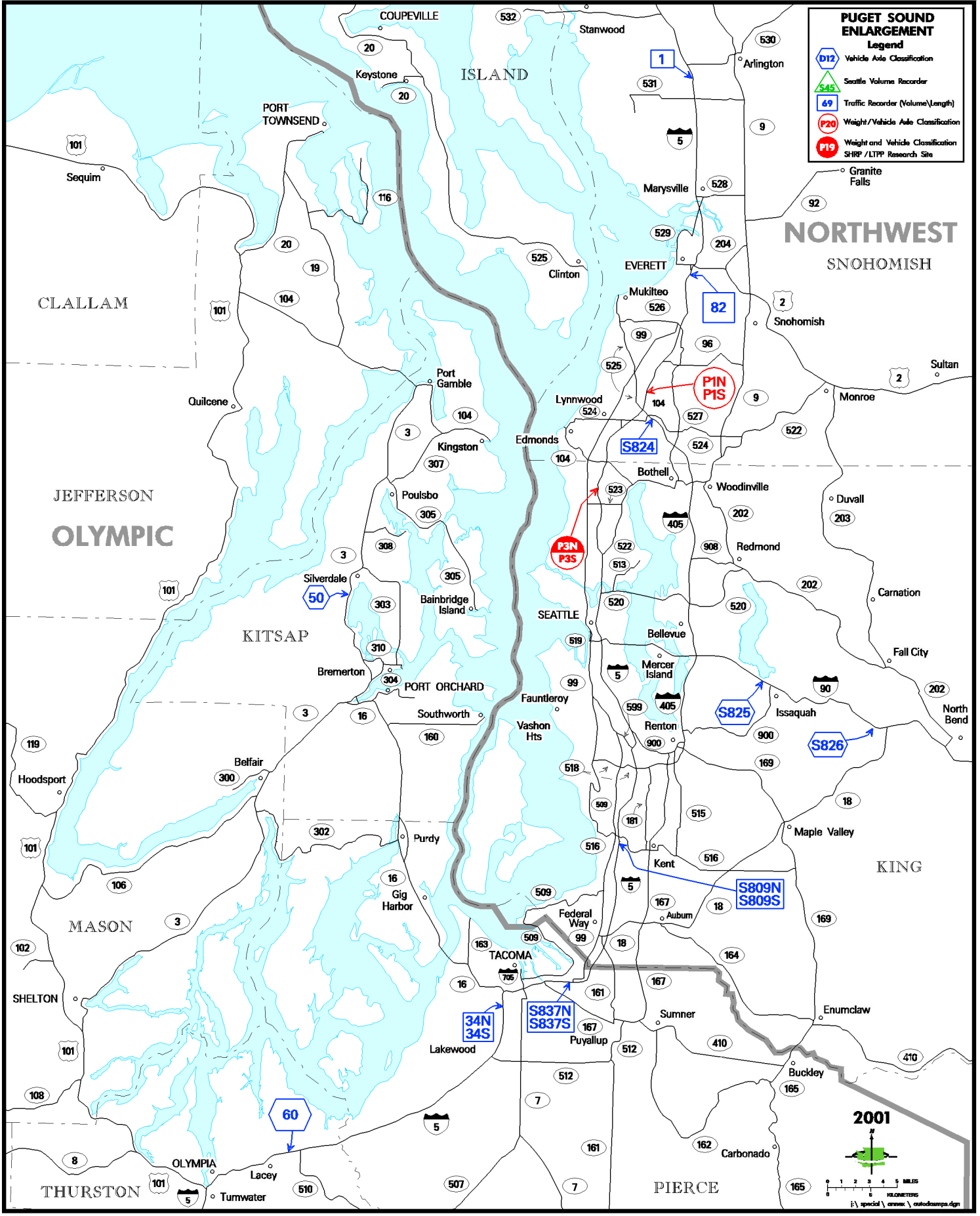
DOT-RNB612-B

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
AUTOMATED DATA COLLECTION REPORT

DATE 11/05/02
TIME 07:23:51
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FOR THE MONTH OF AUGUST 2002

URBAN RECORDERS				RELATION TO 2001		<<<<<<<<<< MAXIMUM TRAFFIC >>>>>>>>>>					
RECR	LOCATION			AVERAGE DAY		THIS	LAST 08	<<<< MAXIMUM HOUR >>>>			<< MAXIMUM DAY >>
NUM		LEG	SRMP B	2002	2001	MONTH %	MONTHS %	VEHICLES	DAY	DATE	VEHICLES
S203	SR 90 E.OF I-405 I/C			152,581	151,966	+ 0.4	+ 1.6	12,520	FRI	30 4- 5P	172,035
S204	SR 405 N. OF SE 8TH ST I/C			13.04	213,757	-	- 1.1				
S205	SR 5 S. OF I-405/SR 518 I/C			153.48	266,472			17,379	THU	29 2- 3P	268,348
S502	SR 520 E. OF I-5 I/C			0.00	N> 76,444		- 0.6				
S503	SR 433 LONGVIEW (COL.R.BR.)			0.70	23,136	- 0.2	+ 1.8	2,253	FRI	16 4- 5P	27,034
S533	SR 520 E. OF I-405 I/C			7.93	105,971	+ 2.2	+ 2.0	8,315	THU	22 8- 9A	121,944
S547	SR 520 E. OF W.LK.SAMM.PK			12.01	66,594	+ 3.6	+ 0.4	5,614	TUE	27 7- 8A	77,071
S809	SR 5 MIDWAY			148.07	D> 203,455	+ 0.3	+ 0.1				
S821	SR 405 N.OF 30TH ST. I/C			6.95	148,120	+ 2.0	- 0.3	10,487	TUE	20 5- 6P	158,806
S822	SR 405 N. OF SR908 I/C			18.71	186,833	- 0.9	- 1.0	13,869	THU	1 4- 5P	208,277
S824	SR 405 BOTHELL			28.99	C						
S825	SR 90 ISSAQUAH			14.65	D> 118,171	- 2.6	+ 2.4				
S837	SR 5 FIFE			136.80	195,705	+ 5.0	+ 0.8	13,466	THU	1 3- 4P	215,744
S839	SR 599 TUKWILA			1.40	38,194	- 1.1	- 0.8	3,772	TUE	27 7- 8A	47,095



PUGET SOUND ENLARGEMENT

Legend

- Vehicle Aisle Classification
- Seattle Volume Recorder
- Traffic Recorder (Volume/Length)
- Weight/Vehicle Aisle Classification
- Weight and Vehicle Classification SHRP / LTPP Research Site

NORTHWEST
SNOHOMISH

JEFFERSON
OLYMPIC

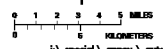
KITSAP

MASON

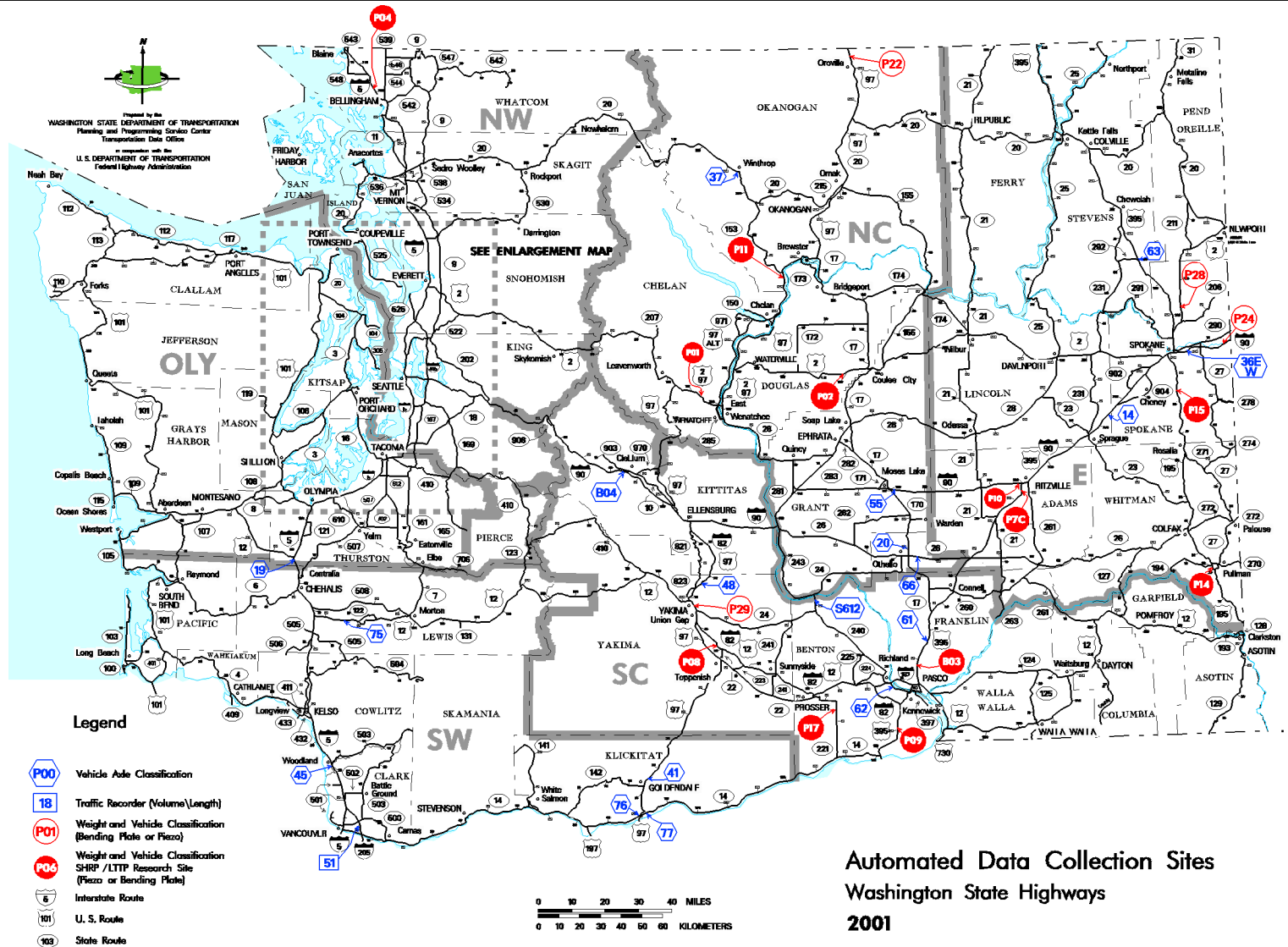
KING

PIERCE

2001



special \www\enr\dcsmap.dgn



Automated Data Collection Sites
Washington State Highways
2001

GLOSSARY

URBAN.....Of, relating to or constituting in city traffic

RURAL.....Of or relating to country traffic

COMBINED.....Total of urban and rural traffic

ATR.....Automated Traffic Recorder

ADC.....Automated Data Collection

ADT.....Average Daily Traffic

TRIPS.....Transportation Information and Planning Support System

SRMP.....State Route Mile Post

RECR NUM.....Automated Traffic Recorder Number

For answers to any questions about this report and or if you wish to have further a detailed report for one of the sites that the Automated Data Collection office (ADC) is currently monitoring, please call Tony Niemi at (360) 570-2392 or Pamela Pope at (360)570-2396.

To obtain classification, length and or speed information please contact the ADC section of the Transportation Data Office at tdoadc@wsdot.ws.gov